

Southeast Meeting Minutes for 02/10/2001

Summary of the South East Fairfax Traffic Task Force meeting held on february 10th in room 306 of City Hall 10 am to noon.

NEXT meeting Thursday 3/1 @7 PM at J.C. Woods Center room TBD.

Attending were Werthmann (chair), Arums (sec.), McBride, Shreve, Thomas, Veneziano (City Traffic Engineer).

The Task Force reviewed and accepted the strawman Vision & Mission Objectives worked up by Andy Werthmann :

VISION:

The residential character of the City's neighborhoods should be maintained by lessening average speeds and reducing traffic volume on the residential streets. The quality of life of the residents of the City of Fairfax is enhanced when the main volume of through traffic is contained on the arterial roadways that pass through the jurisdiction. The public right-of-ways of the City are a valuable resource that encourages general prosperity but requires prudent control.

MISSION OBJECTIVES:

Encourage efficient and timely improvements to the arterial roadways that have minimal cost in order to encourage their use instead of cutting through the residential neighborhoods. Use traffic control devices (or restrictions) to enhance movement of traffic on the arterial roadways in order to encourage their use instead of cutting through the residential neighborhoods. Increase safety by reducing average speeds of traffic in the residential neighborhoods on the local roads that are used as alternative routes to the arterial roadways. Use traffic control devices (stop signs, turn restriction, traffic signals) or traffic calming devices (speed humps or raised crosswalks) on residential streets to lower average speeds (85th percentile) to a posted speed limit of 25 MPH.

Andy also circulated copies of the additional suggestion generated at the prior meeting - detail explanations were made.

Discussed how do we get our plan accepted:

Plan should be implemented in stages - not too much too soon. We should have a reason for each change and measure its achievement or impact on flow on neighboring streets. Then proceed to implement next level of enhancements (or correct whatever didn't work as planned).

The next order of business for the task force will be to review the detailed strawman which Andy is consolidating from all suggestions. We will need to match our objectives to the suggested item and define the reason (measurement) for doing it.

Tentative sequence of discussions will be Burke Station, the Barbour - Sideburn area, traffic flow & lights at Virginia- Orchard and finally routes 123 & 236 flow improvements.

Process for review and refinement of the plan shall be:

Task Force consensus; City staff refinement /suggestions and supporting data generation (how bad is it today); Task force members getting citizen's involvement and gathering responses based on neighborhood data;

Presentation of request to City council & staff.

Some additional thoughts came up in discussions:

To gain an insight on traffic through your area glance at the windshield of the offending car for the City sticker, based on the findings, education of our citizens may have to be an added to our task list. We should also ask the City council to help set up a city wide discussion with the judiciary and county/ state legislature to enhance traffic enforcement and fine application - per the Falls Church example.

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